WELCOME

TACOMA TRESTLE TRACK & SIGNAL PROJECT OPEN HOUSE

- REVIEW AND COMMENT ON TRESTLE AND PLATFORM PRELIMINARY STRUCTURAL DESIGN
- LEARN ABOUT TIMING FOR AESTHETIC ELEMENTS
- NEXT STEPS

SOUNDTRANSIT

CURRENT AND FUTURE SOUND TRANSIT SERVICE

MAP KEY

Link Light Rail

- Central Link (SeaTac/Airport–Westlake/Seattle)
- Tacoma Link (Tacoma Dome–Theater District)
- Under Construction
- In Design
- In Planning/Planned

Sounder Commuter Rail

- Everett–Seattle Sounder
- Lakewood–Tacoma–Seattle Sounder

ST Express Regional Bus

- Express Bus Service
- Future Bus Rapid Transit (BRT)

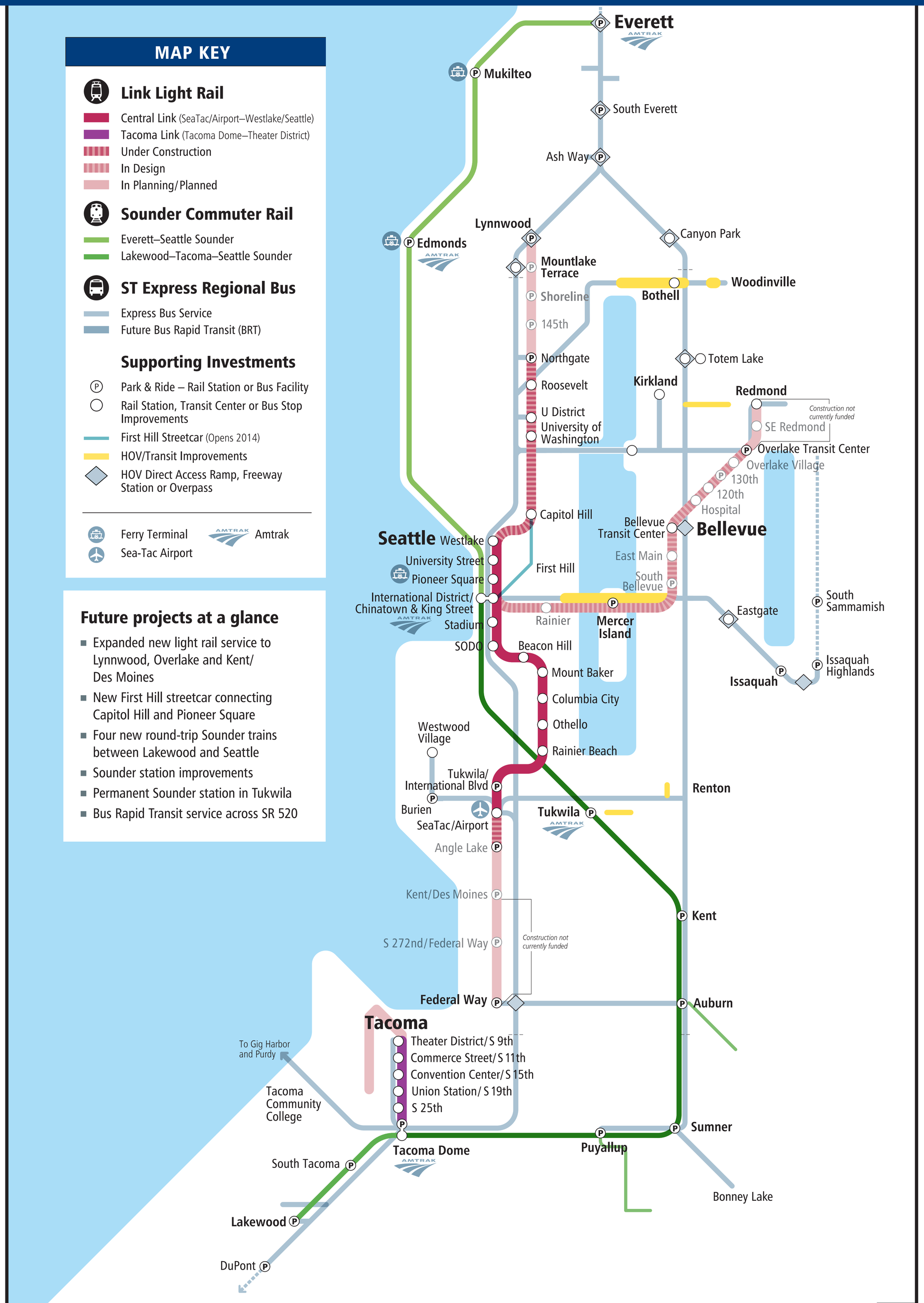
Supporting Investments

- Park & Ride – Rail Station or Bus Facility
- Rail Station, Transit Center or Bus Stop Improvements
- First Hill Streetcar (Opens 2014)
- HOV/Transit Improvements
- HOV Direct Access Ramp, Freeway Station or Overpass

Ferry Terminal
Amtrak
Sea-Tac Airport

Future projects at a glance

- Expanded new light rail service to Lynnwood, Overlake and Kent/ Des Moines
- New First Hill streetcar connecting Capitol Hill and Pioneer Square
- Four new round-trip Sounder trains between Lakewood and Seattle
- Sounder station improvements
- Permanent Sounder station in Tukwila
- Bus Rapid Transit service across SR 520



11/14

SOUNDTRANSIT
RIDE THE WAVE

TACOMA TRESTLE TRACK & SIGNAL PROJECT

PROJECT OVERVIEW

Length: .65 miles
Project budget: $62M (2014 dollars)
Completion date: 2017

Sound Transit is replacing the aging wooden single-track trestle with a new, concrete double-track bridge to increase rail capacity for additional Sounder and Amtrak trains and improve reliability of passenger service.

The Tacoma Trestle project was approved by voters in 2008 as part of the Sound Transit 2 ballot measure and is independent of the implementation of the Point Defiance Bypass Project.

New East G Street overpass bridge

New extended passenger platform

New bridge body

Freighthouse Square

Replace retaining walls

E "G" Street

Replace retaining walls

Project area

E "J" Street

E "L" Street

The project also includes:
- Upgrade railroad signals
- Minor street construction and utility relocations

TIMELINE/PROCESS

TACOMA TRESTLE TRACK & SIGNAL PROJECT

WE ARE HERE

Conceptual Engineering / Environmental

Summer 2013 – 2014

Preliminary Engineering/ Environmental

2014

- 30% design concept

Environmental work

- State Environmental Policy Act (SEPA)
- Archaeological Survey
- Wetlands Survey & Impact Analysis

Final Design

NOVEMBER 2014 – SUMMER 2015

- 60%, 90%, final design

PUBLIC INVOLVEMENT

- Aesthetic/architectural elements
- Construction impacts identify construction mitigation
- Develop business mitigation program
- Test pile program (Winter 2015)

Construction

2015 – 2017

Fully Operational

Late 2017

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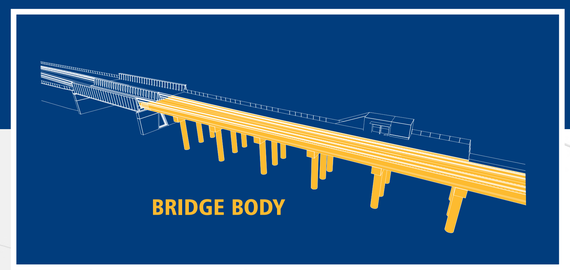
SOUNDTRANSIT
RIDE THE WAVE

BRIDGE BODY

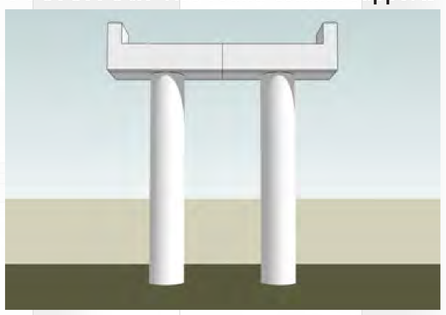
TACOMA TRESTLE TRACK & SIGNAL PROJECT



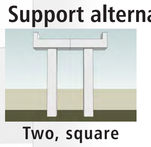
COMMUNITY INPUT

From spring 2014 survey

Preferred: Two round column supports

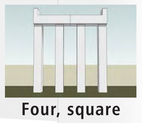


Support alternatives that were considered:

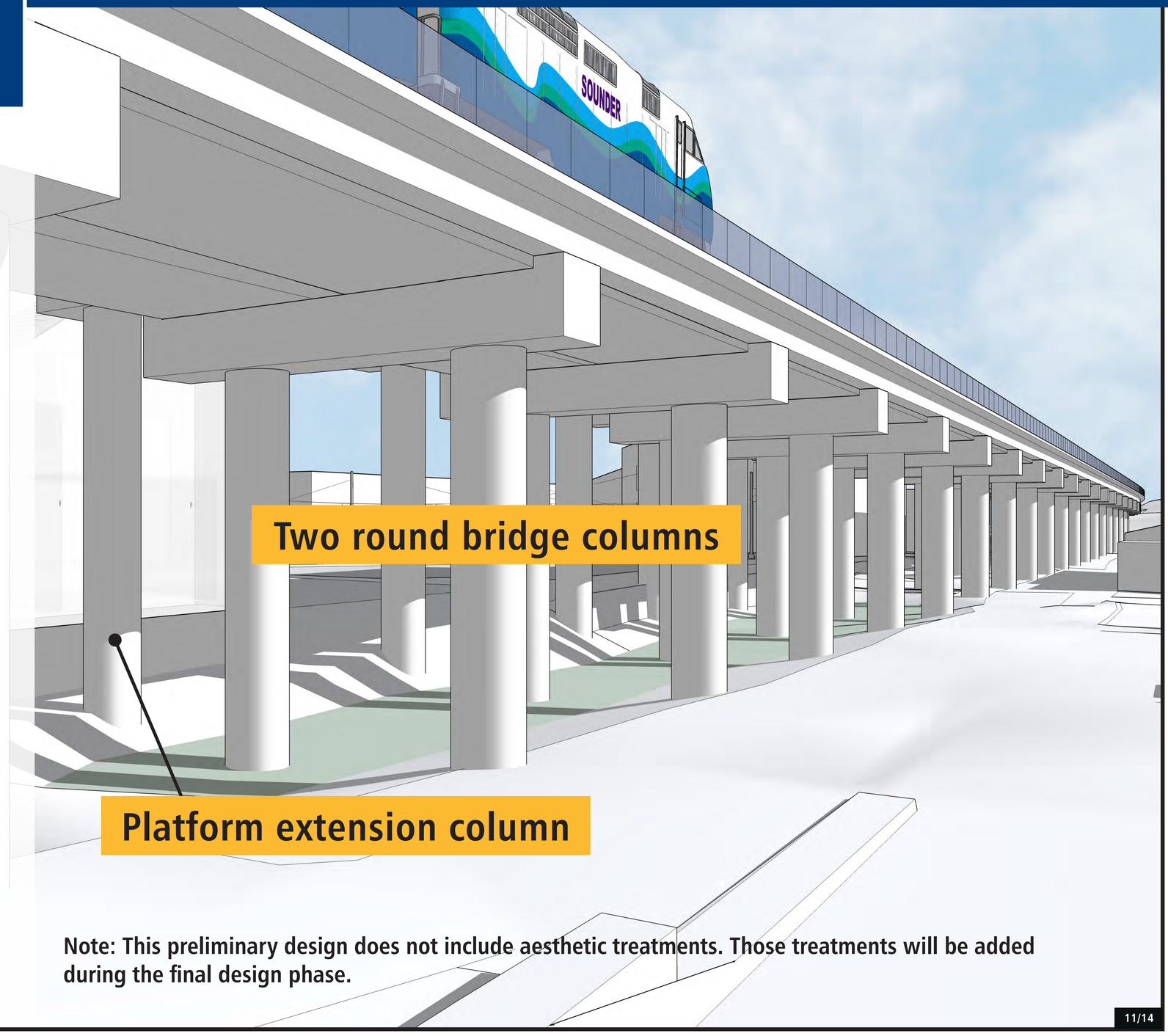


Two, square

Four, round



Four, square



Note: This preliminary design does not include aesthetic treatments. Those treatments will be added during the final design phase.

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SOUNDTRANSIT
RIDE THE WAVE

EAST G STREET OVERPASS

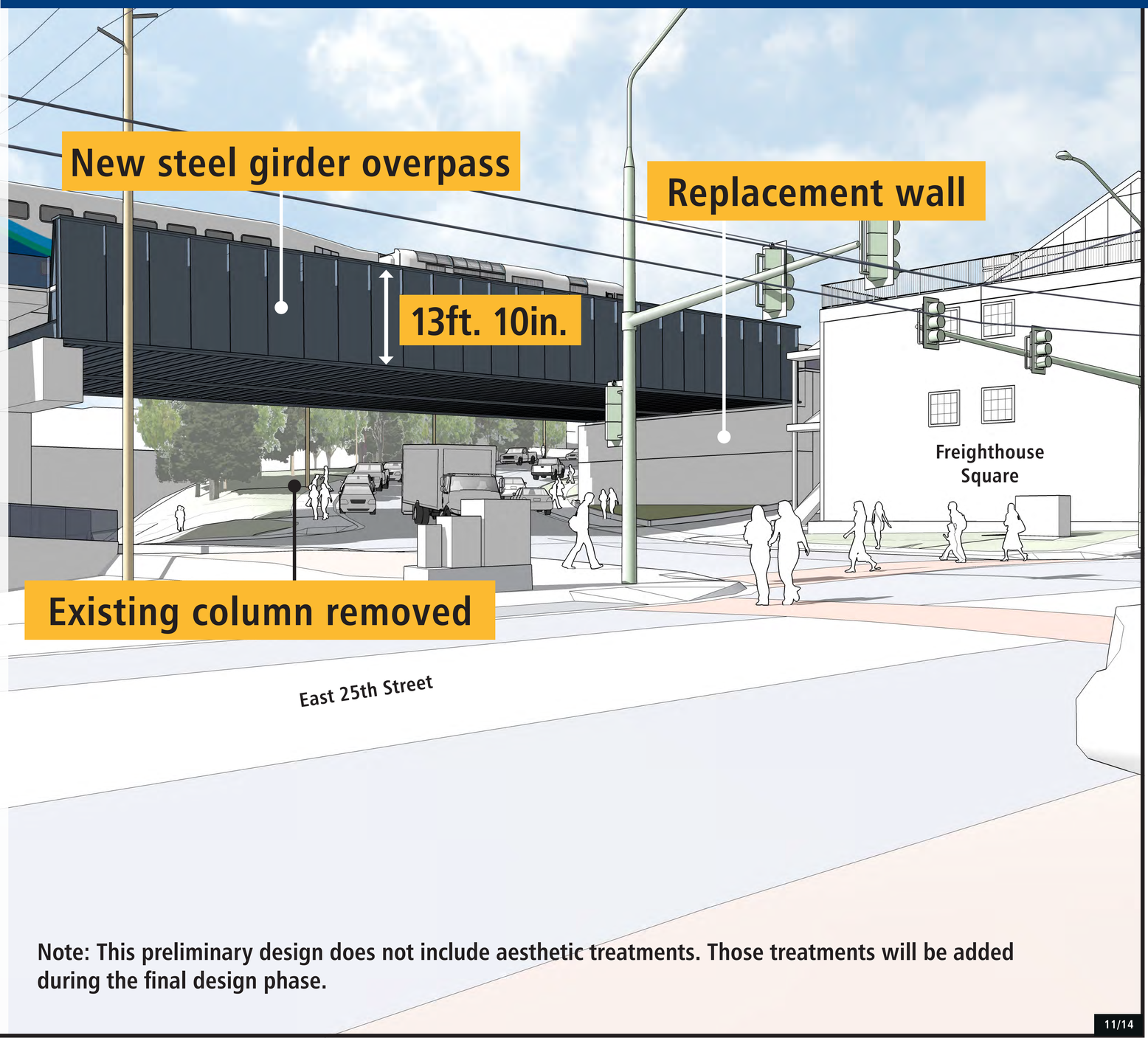
TACOMA TRESTLE TRACK & SIGNAL PROJECT

Steel girder overpass that includes pedestrian walkway

COMMUNITY INPUT

From February 2014 meeting

- Create an open design
  - No column between East G Street and East 26th Street
  - Improved sightlines due to new wall
- Take advantage of opportunities to incorporate aesthetics
  - Aesthetic treatments will be added during final design phase



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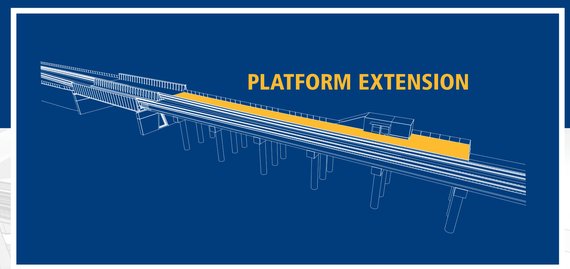
SOUNDTRANSIT
RIDE THE WAVE

PLATFORM EXTENSION

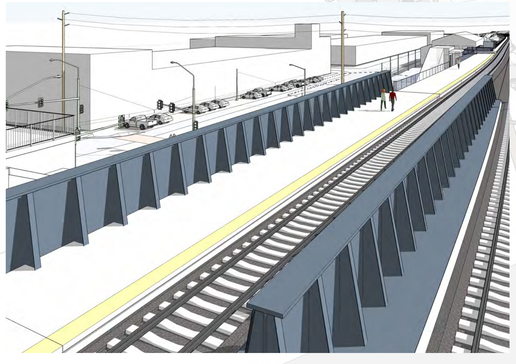
TACOMA TRESTLE TRACK & SIGNAL PROJECT

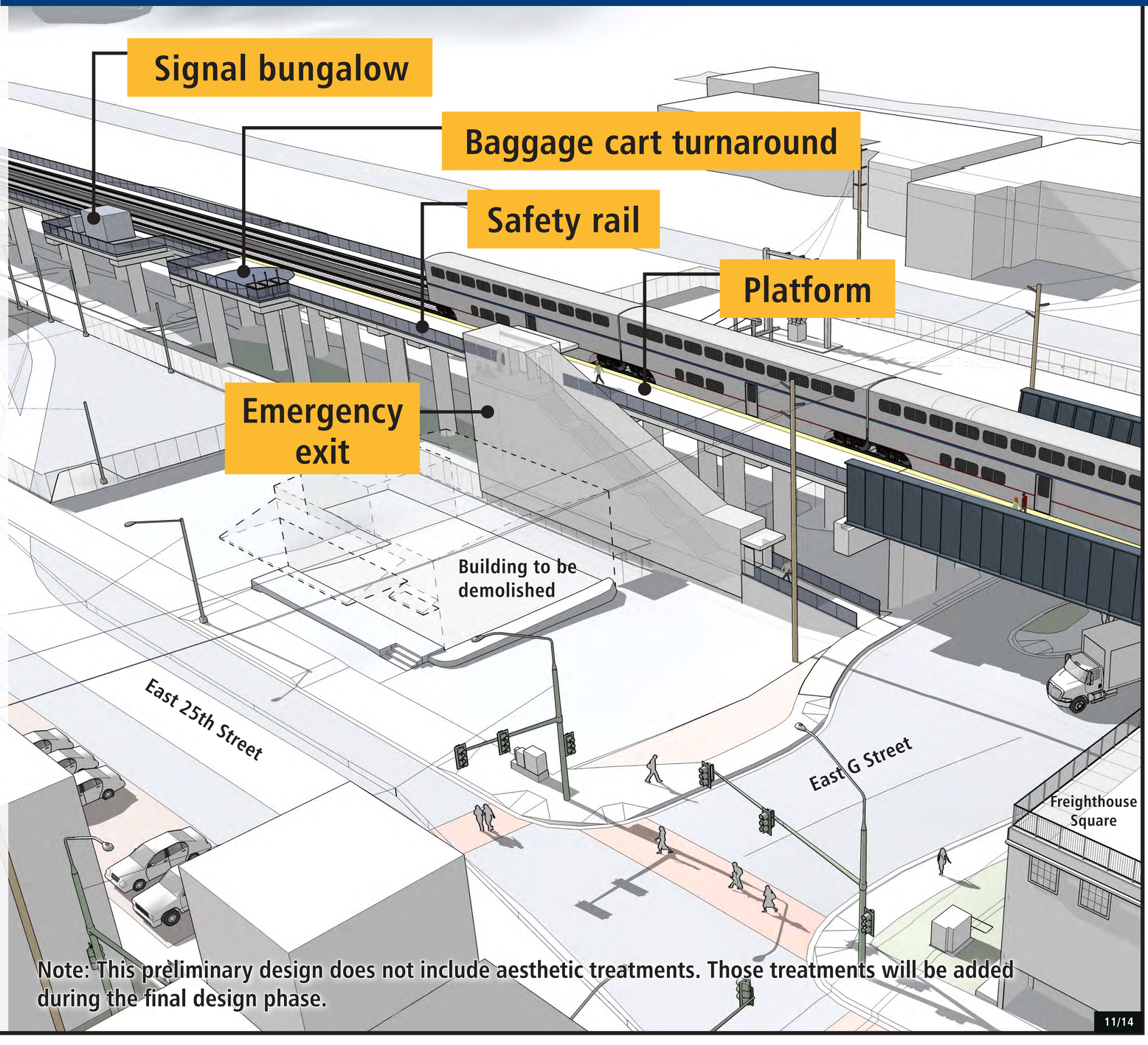


Platform Features

Amtrak requirements

- Between 11-16 feet wide
- Space for baggage cart movement
- Safety rail
- Emergency exit
  - Walled stairway, allowing protection of occupants for up to one hour
  - Refuge for ADA





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SOUNDTRANSIT
RIDE THE WAVE

AESTHETICS

TACOMA TRESTLE TRACK & SIGNAL PROJECT

Aesthetic treatments will be included during the final design of the new bridge. Public feedback recommended:

Lighting

- Incorporate lighting to enhance safety and serve as an artistic element

internet

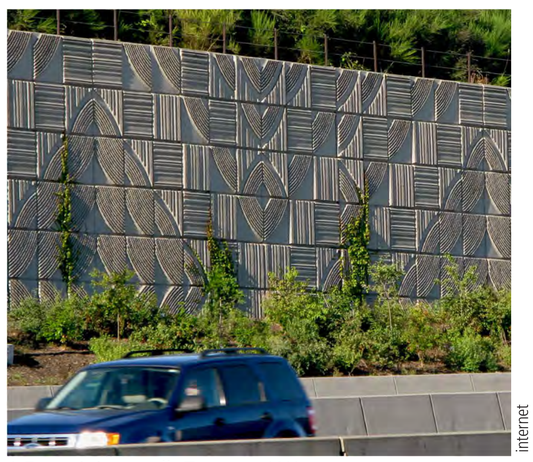
Phyllis J. Tilley Memorial Bridge, Fort Worth, TX

Ray Power

Interurban Pedestrian Bridge, Shoreline, WA

Concrete forms

- Use form liners to treat concrete and create patterns on elements of the bridge



internet

I-5 retaining wall, Tacoma, WA

Vicki Scuri

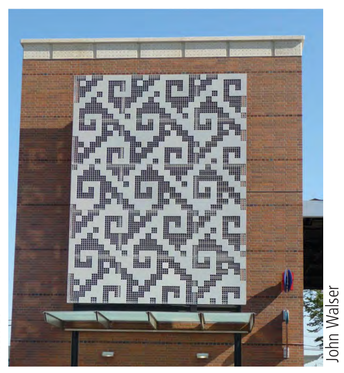
Interurban Pedestrian Bridge, Shoreline, WA

Steel cut panels

- Integrate steel patterns into the bridge design and construction

internet

Shelby Street Pedestrian Bridge, Nashville, TN



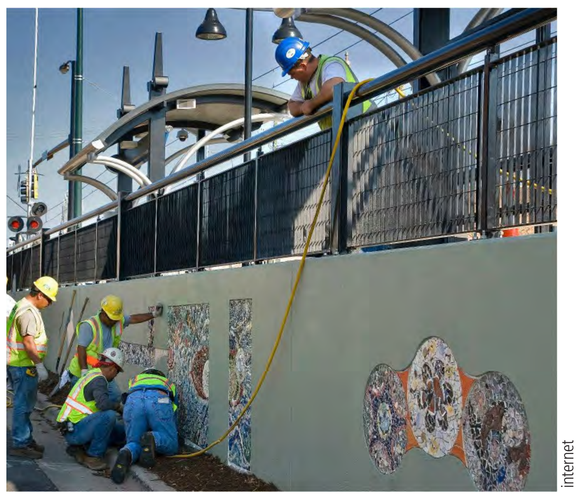
John Walser

Beacon Hill Light Rail Station, Seattle, WA

Art Grice

Bremerton Multi-modal Terminal, Bremerton, WA

Artistic elements



internet

Transit Station wall, Charlotte, NC

internet

Loto Street Bridge, Eagle Point, OR

SOUNDTRANSIT
RIDE THE WAVE

COMMENTS

PLATFORM EXTENSION

OTHER

BRIDGE BODY

EAST G STREET OVERPASS